SUNDAY. SEPTEMBER 2, 1900.

FIGHTING TUBERCULOSIS

PRENCH PHYSICIANS FAVOR A NEW METHOD OF ELECTRIC TREATMENT WITH FORMALDEHYDE.

Paris, August 17. The medical faculty of Paris is devoting considerable attention to a new cure for tuberculosis through the transfusion of microbe destroying drugs by means of electric currents passed through the patient's chest and lungs. The discovery of the treatment, which has been submitted to severe tests at Paris and Bordeaux during the last four years, is attributed to M. Francisque Crotte, of Paris, and exhaustive reports on the results of these experiments were read before the International Medical Congress last week by Dr. Bertheau, medical delegate to the Congress from the city of Paris, and by Dr. Ducamp, delegate to the Congress from Bordeaux. A third paper on the same subject was submitted to the Congress by Dr. Labadle, who attended the Congress as a delegate of the Medico-Legal Society of New-

The conclusions of the three reports are emphatically in favor of the new treatment, and this view is shared by Professor Virchow, of Berlin, and by Dr. Brouardel, of Paris, who predict that the treatment is likely to receive the sanction of the medical faculties of Paris and Berlin for adoption in the public hospitals of those cities

The Paris physicians consider that M. Crotte's discovery may have far reaching consequences for it enables extremely powerful antiseptics to be introduced into the human system and permeste the tissues and even the bones, so that the bacilli may be killed without injury to the patient, which would result if the same crugs were absorbed by the system through the stomach or by other means hitherto employed. Long series of experiments has convinced the physicians here that a solution of formol, known as formaldehyde, containing tode and mercury, is absolutely fatal to the bacilli of tuberculosis, even when applied in the form of vapor. This exceedingly powerful antiseptic cannot without great danger be taken through the stomach, and the reports submitted to the Medical Congress by Drs Bertheau, Ducamp and Labadie show that by static electricity the vapor of formaldehyde has been transfused into the tissues of the ghest and of the lungs, thereby destroying the bacilli of tuberculosis and preventing reproduction in their tubes of cultivation.

Since M. Crotte communicated the theory of his discovery to the French Academy of Science in 1894, eight hundred tuberculosis patients in France have been treated by his method and six hundred of these have been completely cured. The number of patients whose treatment has been set forth in "clinical" detail by the reporting physicians and submitted to the Congress is thirty-two. Of these ten were reported upon by Dr. Bertheau, eleven by Dr. Ducamp and twenty-one by Dr. Labadie. All the cases known to have been treated by the new method are divided into three categories; first, patients who are in the first stage of tuberculosis; second, those who have reached the second stage, and third, those where the progress of the disease is so advanced that under ordinary circumstances they would be considered incurable. The statistics submitted to the Congress show that the proportion of cures obtained by the transfusion method applied to patients of the first category was 100 per cent. The percentage of cures of patients of the second category was 75 per cent, and the proportion of cures in the third category was 30 per cent. These results are considered highly satisfactory, and have made a decided impression on the leading physicians in Paris, and especially upon those who make a specialty of tuberculosis.

Elaborate experiments have been made with guinea pigs and rabbits to prove the exact tissue of the lungs by the application of the electric currents, and also to show how the intensity of the transfusion can be regulated. The method of treatment is simple. The patient is placed in an isolated chair of the static machine, and towels saturated with a solution of formaldehyde are applied to the chest and the back. The solution varies in strength from 1 to 10 per cent, according to the degree of disease and according to the patient's constitution and temperament. The machine is then started, and a current with effluvia or with sparks, or with both, is passed through the lungs. While this is going on the patient inhales the formaldehyde with electric effluvia obtained by placing a saturated sponge in contact with one of the poles of the instrument.

### DR CROTTE'S METHOD AT ST. LUKE'S.

Dr. Crotte's method of treatment was tried at St. Luke's Hospital, in New-York City, last winter. The managers of that institution did not take the initiative in the experiment, but merely permitted it. After several weeks the test was discontinued. The conclusion reached by the hospital management was that while no buriful consequences could be detected, there had been no conspicuously beneficial result. The discrepancy between this testimony and that of the three physicians whose reports are here referred to is interesting. But similar conflicting evidence is frequently presented on other new systems of treatment, notably in regard to the effects of inoculation with anti-

### CHARGED WITH USING WASHED STAMPS.

WALL STREET BROKER'S CASHIER ADMITS HIS GUILT AND IS HELD.

George F. Schutt, cashler for S. S. Schuyler, a change, whose offices are at No. 7 Wall-st., was arraigned before United States Commissioner Alexander yesterday by James E. Taylor, Deputy Collector of Internal Revenue, who charged him with having used washed stamps. Schutt waived exemination and was held in \$1,000 ball to await the

action of the Grand Jury. He gave cash bail. Schutt is twenty-two years old and lives with his parents at No. 185 Central-ave., Brooklyn. He was arrested on Friday in his employer's office. He was taken to Deputy Collector F. G. Thomp-

### HOME-COMING THRONGS. | RAPID TRANSIT PROGRESS

TIDE OF TRAVEL NOW TURNS FROM COUNTRY TO CITY.

New-Yorkers who fled from the city before the heated term began are now beginning to return in shoals from their summer homes. Labor Day generally marks the beginning of this annual movement, just as the last Friday before Labor Day marks the close of the rush countryward. Last Friday was no exception to this rule. Large numbers of men left the city by rall and boat on that day, who will not return until Tuesday. Many will bring back their wives and families with them, and the transportation managers are nerving themselves for the deluge. At the Grand Central Station, for instance, eighty feet have been added to the length of the incoming baggage room, which now extends from Forty-fifth-st. almost to Forty-second-st.,

MUCH MORE ACCOMPLISHED THAN AP-PEARANCES INDICATE.

Sanguine New-Yorkers who went to the country last June and will return again this month. expecting to find the rapid transit subway about one-quarter completed, will be disappointed, but those who are able to appreciate the extent of the preparatory work which must be done before so huge an enterprise can be got fairly under way are fully satisfied that the contractor is not behind time, although there is little to show yet for all the thought and labor that have been expended on the job since the contract was signed, on February 24 last, and the Mayor "broke ground" for the subway one month later.

In the office of the engineers of the Rapid Transit Commission there has been ceaseless way. Some of the Boulevard trees have been out down on this section.

Section 14.—From One-hundred-and-eighty-first-st to Hillside-ave. L. E. McCabe, sub-contractor Not touched yet.

Section 15.-From Hillside-ave. to Kingsbridge. The



### EXCAVATING FOR RAPID TRANSIT TUNNEL, ELM-ST., BETWEEN PRINCE AND GREAT JONES.

and has a uniform width of about thirty feet. Vast quantities of baggage can be handled expeditiously in this commodious room, and the two express companies which deliver the baggage in the city-Westcott's and the New-York Transfer Company-declare their ability to deliver several thousand trunks a day.

"The public will get better service than ever this year," said a Westcott agent, "because they seem to be coming home more gradually this season than in former years. The warm weather is responsible for this. Those who can stay away longer are doing so, and only those are returning new who must. In former years cold weather coming in the first week of September drove the people home with such suddenness that transportation managers were sometimes actually overwhelmed." Already express wagons loaded to the utmost with trunks and bicycles are to be seen in the uptown streets depositing their loads piecemeal at houses and apartments, and only a cold snap is needed to multiply their labor many fold.

#### SOME FAMILIAR SIGHTS.

The returning summer traveller who arrives at the Grand Central Station this week will not be greeted by any strange or unfamiliar sights. When he went away the station was undergoing alterations. The process is still under way, and quantities of formaldehyde transmitted to the | will be for another month, at least. The great new union waiting room is still full of workmen. but it is nearing completion. The marble floors are all laid, and the carpenters are now putting in the cabinet trim and other woodwork. The

are all laid, and the carpenters are now putting in the cabinet trim and other woodwork. The steam radiators (eighteen big ones) have been placed in rows down the centre of the huge chamber, and are now being painted. In the mean time outgoing passengers are still condemned to use the temporary quarters provided for them when the alterations were begun. Work on the baggage subway, underneath the tracks of the station, is being pushed as rapidly as possible. By October I it is hoped to have all in readiness for the public.

Some innovations will be introduced in the new union station, such as a tearoom and six elaborately fitted up toller rooms, for the use of which a small fee will be charged. The price will probably be not more than 10 cents, and perhaps not more than five. These toller rooms are in addition to a large number of handsome free ones. They are larger than the free ones, however, and are fitted up like a well appointed bathroom, with a wash basin, mirror, brushes and a full supply of towels. Connected with the women's walting room will be a bootblack stand exclusively for women.

It is about settled now that a small charge is to be made for the tea made in the women's tearoom. It was at first thought that the tea would be served free, but later it was suggested that there would be an endless string of people to drink free tea, and that the only way to make the feature a really welcome one to the patrons of the road would be to charge five cents for a cup of tea and a biscuit.

When the new waiting room is put into use

the road would be to charge five cents for a cup of tea and a biscuit. When the new waiting room is put into use the passengers will not be held in it pending the arrival and departure of trains, as they are now. The commodious concourse between the ticket gates and the tracks will be available as a promenade for both men and women, and men will be allowed to smoke there. Workmen are now putting up the girders which will roof in the open space now existing between the incoming trainshed and the main building of the station. This space will be included in the concourse.

#### CONDITION OF FORTY-SECOND-ST.

Emerging from the Grand Central Station, the eturning passenger will feel himself thoroughly at home the minute he casts his eyes upon Forty-second-st. Early last spring this street was ripped up to allow of a change of the motive was ripped up to allow of a change of the motive power of the streetcars from horses to electricity. The horses are still bauling the cars and the street is still ripped up, though not to nearly so great an extent as it was last month, before Acting Mayor Guggenheimer prodded Commissioner Keating into threatening, the tardy contractor with entire stoppage of the work if it was not expedited. A Tribune reporter who went over the street yesterday from porter who went over the street yesterday from Third to Eighth ave. found the following state

was arrested on Friday in his employer's office. He was taken to Deputy Collector F. G. Thompson, to whom he admitted his guilt. He said that about June 1 a young man, whose name he never knew, went to the office and offered to sell him 180 worth of documentary stamps for \$50. He admitted that he knew no one could sell good stamps at that discount without a loss. He bought the stamps and used them on his employer's memorange of stock transactions. Later he bought another 130 worth. While using them he said that he nother 130 worth. While using them he said that he not he remained from marks on some of the most contact that the contract of the transactions. Later he bought more of the street is noticed faint cancellation marks on some of the street is noticed faint cancellation marks on some of the street is noticed faint cancellation marks on some of the street is noticed faint cancellation marks on some of the street is not to himself every time he bought strange of the for himself every time he bought strange of the street is not to himself every time he bought strange of the street is the street had been repayed in the speaking of the case Mr. Thompson said he thought a thorough investigation would show that schult had defrauded the Government of much more than \$50c. He said the business of Mr. Schuller as thorough investigation would show that schult has been employed in Wall Street for the set is repayed. He said the business of Mr. Schuller stamps he could have found.

\*\*WELVE MILLION COINS MADE AT MINT.\*\*

Philadelphia, Sept. 1.—In August 12,706,000 coins, of the face value of \$1.25,100, were the product of the mint in this city. Of this amount there were 6194. We coins in silver, of a value of \$1.35,000 coins, of the face value of \$1.25,100, were the product of the mint in this city. Of this amount there were 6194. We coins in silver, of a value of \$1.35,000 coins, of the face value of \$1.25,000 coins, of the face value of \$2.500 coins and the street was the product of the sum of the said that the sum o

activity ever since. Even every pillar of the subway has to have a plan specially drawn for it, and all the steel has to be made to order according to these plans. At Homestead, where this steel is being turned out by the Carnegle works, the Commission's engineers have already accepted 4,000,000 pounds of ordinary structural steel and about 230,000 pounds of finished material. Seven shipments of accepted steel have airead been made from there to this city, and w on it is expected to come day by day shipments of cement have also arrived, and work will soon begin all along the line. Here is a detailed account by sections of the progress already made by the several subcontractors:

McLean Construction Company, sub-contract-ors. Grading is now going on at Pearl and Elm sis, and a yard and storehouse are being pre-pared. Much work has been done in diverting the flow of the sewers of this section from the North to the East River. This has been done in Centre, Pearl, Park, Oliver, South, Elecoker and Mulberry sis. In addition, actual subway, construction has been effected from Bleecker-st, to Great Jones-st, about five blocks in all

Section 6.-From Sixtieth-st. to One-hundred-and- tion of Davenport, Iowa, is \$5,254, against 26,872 in

The contract between the Rapid Transit Commissioners and John B. McDonald calls for the completion of the road in four and one-half years. Nothing has arisen yet to shake the con-fidence of any of the parties to the contract that the enterprise will be finished on time.

CENSUS OF SYRACUSE AND ELMIRA.

POPULATION OF THE FORMER 108,374, AND OF THE LATTER 35,672.

Washington, Sept. 1.-The census of the city of Syracuse, N. Y., as officially announced to-day, is

These figures show for the city as a whole an increase in population of 20,231, or 22.85 per cent, from 1890 to 1800. The population in 1880 was 51.792, showing an increase of 36,351, or 70.19 per cent, from

	population by			
Ward Ward Ward Ward Ward	1	5.255 Ward 6.100 Ward 6.771 Ward 5.254 Ward 6.664 Ward 4.005 Ward	11 12 13 14 15 16 17 18 18 18 18 19	5,761 4,900 6,830 6,484 5,560 5,817 4,668 6,454

The population of the city of Elmira, as officially 

tion of 4.779, or 15.47 per cent Section 4—From Thirty-third-st to Forty-first-st.

Ira A Shaler, sub-contractor. This sub-contract was only let last week and no work has been done yet on this section, which consists of two tunnels underneath and at each side of the present Fourth-ave, tunnel.

The population of 4.73, or 18.4 per cent, from 1890 to 1960. The population in 1880 was 20.54i, showing an increase of 10.252, or 50.40 per cent, from 1890 to 1850.

The population by wards in 1990 is as follows:

		0.101	ds in			+
Ward	Lamares	2,494	AN WEST		 	
Ward	2	4,110	Ward	S	 	-
Wand	Burnesses	3,477	Wans	9	 	1
WIND LAND	A CONTRACTOR OF THE PARTY OF TH	40111	Ward	100	 	-
A4 10 T 24	2	2.721	Ward	10	 	12:

Section 12-From One-hundred-and-twenty-fifth-st. to One-hundred-and-thirty-second-st. E. P. Rob-erts, sub-contractor. Nothing done here yet.

erts, sub-contractor. Nothing done here yet.

Section 13.—From One-hundred-and-thirty-third-st.
to One-hundred-and-eighty-first-st. L. B. McCabe, sub-contractor, More work has been done
here than in any other section so far. The
southern portal of the tunnel has been opened
at One-hundred-and-thirty-seventh-st., and another portal has been opened at One-hundredand-fifty-sixth-st. Gangs will work both ways
from these portals till they meet. The sewer in
the Boulevard Lafayette has been diverted.
The elevator shaft for the station at One-hunddred-and-sixty-seventh-st. has been sunk about
60 feet. It is 25 by 15 feet in extent, and will
go down 100 feet from the surface to the station. The elevator shaft at One-hundred-andeighty-first-st. has also been sunk about 55
feet, and will be put down 125 feet. The little
hole in the ground which Corporation Counsel
Whalen made with a silver pick on May 14, at
One-hundred-and-fifty-eighth-st.

Section 14.—From One-hundred-and-eighty-first-st.

# The PIANOLA

Will enable you or any member of your family to play the piano.

#### There are no conditions.

It makes no difference if you literally do not know one note from another

#### All classes of music accessible.

Operas, overtures, symphonies, and the latest rag-time hits are at your immediate

#### You regulate the expression.

By means of levers, you control the "touch," "accent" and "tempo" the same as if you struck the keys with your own fingers. You may thus give your own individuality to your playing.

#### Playing directions.

Expression marks appear on the music -sheet as it unrolls as a guide to the novice, and those unfamiliar with the piece. The greater your musical taste the more artistic will be your playing.

#### Endorsed by every pianist of prominence.

There is no safer criterion of the artistic value of the Pianola, or the pleasure to be derived from it

Is not this much-discussed instrument worth the time necessary to investigate it?

#### Price \$250.

Visitors always welcome.

The same courtesy will be shown to the merely curious as to intending purchasers.

## Aeolian Co.

18 W. 23d St., N. Y. 500 Fulton St., Brooklyn.



#### NO REST FOR BROADWAY.

CHANGE OF CAR TRACKS NOT COM-PLETE BEFORE ASPHALT-ING BEGINS.

New-Yorkers who went to the country in June escape the city's midsummer heat and a turning from their summer homes will see Broad way in what has come to be almost its normal con-dition of upheaval. The Metropolitan Railway ompany, which began to rip up the paven he early spring in order that it might change the notive power of its cars from cable to electric rolley, is still at it, and, to make things worse he city now begins one of the biggest jobs o asphalting in its history in that thoroughfare, extending all the way from Fourteenth to Forty isphalting in one hundred days. They began last week. Even if they finish on time the work will not be done before December, and if they finish or time it will be almost a miracle, although Engineer Foyé, of Commissioner Keating's office, declares that the work will be pushed from the start wit uch persistency that he hopes to have it completed

Progress on changing the cable and putting down ot particularly rapid, and the storm centre of tivity has now shifted below Fourteenth ing that region of Broadway clear for the opera-tions of the asphalters. From Fourteenth-st. all the way to Bowling Green gangs of men are working at frequent intervals and the sidewalks are plied high at the curbs in many places with paving stones, bags of cement and other material of the workmen. The work is greatly retarded by the frequency with which the men must stop to let the cars pass, and the large number of wagons and other vehicles constantly passing up, down and across Broadway also keeps the men guessing all the while as to what particular kind of death menace them next. That so few accidents have happened to them seems little short of marvellous. It is expected that the pavement will all be relaced again before Octobe

When this surface work is over then will follow extensive underground alterations but the officers of the company say this will not interfere at all with street traffic. The underground work consists of putting in conductor bars and lead sheet cables, with the necessary insulation. The conductor hars with the necessary insulation. The conductor hars are shaped like "T" rails, and must be placed at frequent intervals. An electric plough runs in the slot between the rails and picks up the current from the bars on one side. This current runs through the motor and out the other side. In their ordinary position the conductor bars would be in

#### WISCONSIN'S NEXT GOVERNOR

ROBERT M. LA FOLLETTE'S CAREER IN CON-GRESS AND IN THE PRACTICE OF LAW.

Robert Marion La Follette, Republican nominee for Governor of Wisconsin, is a product of the log cabin and early pioneer life of that State. He was



ROBERT M. LA FOLLETTE R\_ublican candidate for Governor of Wisconsin.

born in 1855, and is of Huguenot descent. He received his early education in the district school, then entered a private academy, and later the State University, where he was graduated in 1879. In 1884 Mr. La Follette was elected to Congress. He was only twenty-nine years old, being the oungest man in Congress. He was twice reelected, each time running ahead of his ticket. He was the youngest man ever appointed as member of the Ways and Means Committee, and in the committee's work of tariff revision, when the Ma-Kinley bill was under consideration, drafted the schedules on farm products, tobacco, linen and silk. When the hill was reported it was Mr. La Follette who made one of the strongest sp in its support, exhibiting a profound knowledge of details and the broader economic principles in-volved. Four years before his reply to Spaaker

It was at the St. Louis Convention that Mr. La. Follette, by his remarkable oratorical powers, scored another triumph. It was he who presented the name of H. Clay Evans, of Tennessee, for the office of Vice-President, in a speech remarkable for

Carlisle's defence of the Mills bill had attracted

office of Vice-Fresident, in a speech remarkable for its sustained power.

President McKinley offered him the Controllership of the Currency, which Mr. La Follette was forced to decline, owing to the pressing nature of the duties incident to his legal practice.

His defence of the principle of primary elections for the nomination of all candidates by the Australian ballot has made him some active enemies among the self-seeking element of the party, but for this sort of opposition Mr. La Follette has little regard.

DISASTROUS PANIC IN TICKET OFFICE.

WOMAN FAINTED IN CROWD OF GRAND ARMY OF THE REPUBLIC VETERANS

Chicago, Sept. L-Twenty persons were injured to-day as the result of a panic, which followed the fainting of a woman at the joint Grand Army of the Republic ticket agency of the Eastern roads at No. 28 Clark-st. The place became densely crowded with veterans and others who went there to have their tickets extended, and when the woman sank to the floor a rush was made to get into the open air. A plate glass window was broken, the open air. A plate glass window was broken, and a number of persons were injured by falling glass. Others, including several veterans, were knocked down and badly trampled on. A partial list of the injured is as follows: Edda Barker, Bunkard, Ind. crushed in crowd; Mrs. Thompsoc, New-Albany, Ind., trampled on. Mrs. Stewart Kilpatrick, Cincinnati, crushed in crowd; Mrs. S. Quinn, Toledo, Grace Jetty, Toledo, trampled on. No one is believed to have been seriously injured.

NEW GREEN MORAY FOR THE AQUARIUM. The Aquarium is about to receive another specimen of the green moray, according to advices re-ceived from agents in Bermuda, and a steamer which sailed for the islands a few days ago carried large tanks in which the fish will be shipped. The big seven foot specimen which has been in the Aquarium since July 4, 1899, is the only one now in

The fish experts at the Aquarium think that the the other side is ever begin. By this plan as much of Broadway as possible will be kept open all the time for traffic. When the job is done the asphalt will have been brought so close to the "lib" of the rail that even the lightest buggy can be driven across the tracks without much joliting. Broadway will then be asphalted continuously from Four-teenth-st, to One-hundred-and-twentieth-st, if the rapid transit contractors have not by that times ripped up most of the asphalt from Forty-second to One-hundred-and-twentieth-st, to construct its subway, as is altogether probable.

The she experts at the Aquarium think that the new green moray will not arrive any too soon. For three months the one which has been on exhibition has refused to eat for some unknown that the she done is the same of the subway of no tonic which has been on exhibition has refused to eat for some unknown that the she done is the same of the subway of no tonic which has been on exhibition has refused to eat for some unknown that the subway is the same of the subway of no tonic which has been on exhibition has refused to eat for some unknown that the subway is the subway of no tonic which has been on exhibition has refused to eat for some unknown that the subway is the subway of no tonic which has been on exhibition has refused to eat for some unknown that the subway is the subway of no tonic which has been on exhibition has refused to eat for some unknown that the subway of no tonic which has been on exhibition has refused to eat for some unknown that the subway is the subway of no tonic which has been on exhibition has refused to eat for some unknown that the subway is the subway of no tonic which has been on the subway will not arrive any too soon.

# THE CONDITION OF BROADWAY AT THE POSTOFFICE.

fourth-st. William Bradley, sub-contractor, Sub-way excavation has started here at Sixtieth-st, and at Eighty-aixth-st.

etion 7.—From One-hundred-and-third-st and Broadway to One-hundred-and-tenth-st and Lenox-ave, under the northwest corner of Cen-iral Park. E. J. Farrell, sub-contractor. The sewer in One-hundred-and-tenth-st is being di-verted. Tunnel excavation has been begun at One-hundred-and-fourth-st, and Central Park West.

tion 10.—From Brook-ave, to Bronx Park. The Terry & Tench Construction Company, sub-con-tractors. Nothing done yet. This is all elevated

stion 3-From One-hundred-and-thirty-fifth-st, and Lenox-ave, to Brook-ave, John C. Rodgers, sub-contractor. Nothing done here yet. This section includes the tunnel under the Harlem Blyes.

1890. This is an increase of \$,382, or 31.19 per cent. The population of Sloux City, Iowa, is 33,111 against 37,806 in 1890. This is a decrease of 4,695, or

EPILEPTIC KILLED HIS FATHER IN MINE. Chicago, Sept. 1.-A dispatch to "The Record" from Belleville, Ill., says that Charles Moody, aged twenty years, killed John Moody, his aged father, while the two were at work in the Glendale coal mine one hundred and fifty feet below the surface mine one hundred and fifty feet below the surface of the earth. Young Moody, who is an epileptic, became suddenly insane, and while his father was husy, with his back toward his son, drilling into a mass of coal, he drove his pick into his father's body, piercing the heart. Moody, who is in jail, expresses no regret for his terrible crime, but declares he is glad he killed his father.

DEAD AT ONE HUNDRED AND SIX.

Pittsburg, Sept. 1.-Louis Goodman, a Russian railway.

Section 11—From One-hundred-and-fourth-st. to be the stand-twenty-fifth-st. in Broadway.

John Shields, sub-contractor. Partial excavation has oven done nere from Columbia University to One-hundred-and-twenty-fifth-st. The Croton water main found in the trench is now being relaid to one side. When this is done the excavation work will proceed again on the subpack pedler, is dead at his home from effects of a cold, aged 186. He came to this city when he was

the way of the cables which now pulls the cars

the way of the cables which now pulls the cars along. The question which confronted the engineers was how to put the bars in place before the conversion in such a way that they would not be torn out by the grips of the cable care. After trying several plans a successful one was finally found. It consists of placing the conductor bars at an angle which will keep them out of the way of the cable and holding them there by the use of a small steel plug. When the road is ready for conversion the plugs will be quickly pulled out as the cable is withdrawn, and the bars will spring into their proper places.

The job of asphalting Broadway from Fourteenth to Forty-second sts. will, according to Engineer Foyé, be carried out in a way which will afford the minimum of inconvenience to the public. The asphalt will first be laid between the rails of the Broadway from cartrack to cuth, will be completed from Fourteenth to Forty-second sts. before the other side is ever begun. By this plan as much of Broadway as possible will be kept open all the time for traffic. When the job is done the asphalt will have been brought so close to the "lip" of the rail that even the lightest buggy can be driven across the tracks without much joiting. Broadway will then be asphalted continuously from Fourteenth-st. to One-hundred-and-twentieth-st. If the rapid transit contractors have not by that time ripped up most of the asphalt from Fourteenth to One-hundred-and-twentieth-st. to one-hundred-and-twentieth-st.